

**Staff Report to Design Commission**

I. INTRODUCTION

The proposal is to develop the site to the western half of Bonney Lake Town Center with a 92,000 square foot, two-story anchor store, an 11,000 square foot multi-tenant retail building, a 3,000 square foot building intended for retail and drive-thru restaurant use, and a 7,000 square foot building intended for restaurant use along with the requisite parking and landscaping. The site is approximately 7.7 acres (335,412 square feet). The proposal has been reviewed under SEPA and is subject to design review.

The site is located at 9400 192nd Avenue East adjacent to Target and Applebees.

II. STAFF RECOMMENDATION

The current submittal to the Design Commission is preliminary to formal application submittal. There will be a subsequent and more detailed Design Commission review that will require formal approval. Based on the evaluation of the preliminary proposal contained in this staff report, the preliminary proposal meets the intent and purpose of the Community Character Element of the Comprehensive Plan. Staff recommends **approval subject to the conditions proposed in the staff report.**

III. GENERAL INFORMATION**Applicant:**

Tarragon Development
1000 2nd Avenue, #3200
Seattle, WA 98104

Property Owner: Bonney Lake Town Center, LLC

Project Name: Bonney Lake Town Center

Location: 9400 192nd Avenue East
Parcel Numbers: 0520338006 and 0520338007

Current Zoning: Commercial (C-2)

Comprehensive Plan

Land Use: Commercial

Site Acreage: 7.7 acres

Environmentally

Sensitive Areas: Steep Slopes, Wetlands – mitigate through previous SEPA

Date of Application: July 17, 2006.

**IV. SEPA THRESHOLD DETERMINATION**

Pursuant to the State Environmental Policy Act (SEPA) and City of Bonney Lake Environmental Regulations, as codified in BLMC Title 16-Environmental Protection, the project as proposed is subject to environmental review, however, SEPA review, threshold determination and mitigation for the entire site were completed as part of the Target development.

V. STAFF ANALYSIS AND FINDINGS**A. Current and Planned Uses of the Site**

The proposal is to develop the site to the western half of Bonney Lake Town Center with a 92,000 square foot, two-story anchor store, an 11,000 square foot multi-tenant retail building, a 3,000 square foot building intended for retail and drive-thru restaurant use, and a 7,000 square foot building intended for restaurant use along with the requisite parking and landscaping. The site is approximately 7.7 acres (335,412 square feet).

The site is bordered on the south by SR 410, to the north by R-1 zoning, to the east by Target and to the West by retention ponds and Fennel Creek.

B. COMMUNITY CHARACTER ELEMENTARY BONNEY LAKE COMPREHENSIVE PLAN

Goal 2-5: Require high-quality naturalistic landscaping.

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Policy 2-5a: Require landscaping with plant communities that replicate local nature (for example, salal, ferns, and firs – see Natural Environment Element). Use easy-to-maintain, drought-resistant, native species.

Policy 2-5c: Plant native trees along both sides of all streets. Prepare a plan for what species should be planted on what streets.

Policy 2-5d: Require landscaping within and around the perimeters of publicly visible parking lots. Prefer small, dispersed parking areas over large ones. Relieve large expanses of pavement with isolated trees.

Policy 2-5e: Coordinate landscaping with pedestrian circulation and architectural features.

Policy 2-5g: At the perimeters of buildings, encourage foundation plantings, hedges, vine trellises, window boxes, and hanging flower baskets, emphasizing native species.

Policy 2-5h: Emphasize building entries with features such as plantings, paving, and lighting.

Comment



Since this is a preliminary review, the landscaping will not be reviewed at this time other than to say that the applicant believes the landscaping islands as depicted will meet the 30% tree canopy requirement of the Bonney Lake Zoning Code.

Goal 2-6: Provide for the needs of pedestrians and bicyclists.

Policy 2-6a: Interconnect building entries, parking lots, parks, transit stops, and similar facilities with pedestrian routes. Include sidewalks in all street improvement projects.

Policy 2-6c: Ensure pedestrian safety by 1) providing crosswalks, 2) providing vehicle-safe walkways from parking stalls to building entrances, with crosswalks at driving lanes, 3) illuminating high-volume walkways, and 4) making pathways visible from peopled areas and buildings.

Policy 2-6e: Encourage weather-protecting of building entries and sidewalks adjacent to building facades.

Policy 2-6g: Provide pedestrian amenities, especially Downtown and Midtown, as follows:

- Seating, drinking fountains, artwork, small open spaces, etc.
- Window displays and items of architectural interest (see Goal 2-4) wherever walkways pass near buildings.
- Pedestrian refuge islands at arterial crossings, and
- On-street parking, street trees, etc. to buffer the sidewalk from the street.

Comment

Frontage improvements along SR 410 and 192nd Ave E are shown including sidewalks and a cross walk to the north of the development, connecting the Anchor store and Target. The site also shows pedestrian connections between the two-story anchor, the retail shops building and the 3,000 sq. ft building.

While there is a walkway depicted from the retail “shops” building to the retail / drive-thru pad, staff believes the buildings are too far apart for practical pedestrian access.

Goal 2-7: Provide the optimum amount of lighting.

Policy 2-7a: Use pedestrian scaled lighting where there is pedestrian activity.

Policy 2-7b: Provide adequate lighting at building entries, on walkways, and within parking lots. A good rule of thumb is four foot candles of light at building entries and two foot candles on paths and in parking lots.

Policy 2-7c: Prevent unwanted illumination of surrounding properties to avoid glare and light trespass.

Policy 2-7d: Prohibit illumination of the sky to keep the night sky dark and stars visible.

Comment

Lighting is not being reviewed at this time.

The State Route 410 Corridor**Goal 2-3: Develop the SR 410 corridor as three distinct but transitional commercial/mixed use areas.**

Policy 2-3b: Develop the Midtown as a mixed use district with the highest possible level of architectural interest, pedestrian orientation, and human-scale design consistent with the fact that 1) much of it is already built and 2) pedestrian traffic alongside and across the highway will suffer due to high vehicular traffic. Wherever possible, developments should reach deeply into the adjoining commercial land, provide local access streets as dictated by the Transportation Element, and place their building facades at the edge of the sidewalk adjoining said local access streets.

Policy 2-3e: Work with WSDOT to improve SR 410 incorporating native species landscaping and other signature treatment such as lighting and signage consistent with the “natural environment” theme.

Policy 2-3h: Require that major commercial, multifamily, industrial, and public development undergo design review.

Comment

Midtown shall be developed with the highest possible level of architectural interest, pedestrian orientation, and human scale design with the understanding that the majority of Midtown is built out. The project will access 192nd Avenue East which is a collector street.

Goal 2-4: Create architectural interest per the following policies... at a level of detail transitioning from pedestrian-oriented to motorist oriented in the Midtown, and.....

Policy 2-4a: Provide interesting architectural form and color.

Policy 2-4b: Encourage pitched roofs, varied rooflines, and articulated facades.

Policy 2-4c: Encourage decorative masonry, woodwork, glazing doors, light fixtures, and paving.

Policy 2-4d: Encourage public focal points such as plazas, green spaces, seating areas, and fountains.

Policy 2-4e: Avoid blank, uninteresting walls. Encourage interesting features such as varied roof forms, canopies, balconies, window displays, bay windows, vertically and horizontally modulated wall surfaces, trellises materials.

Comment

The architectural example provided on the elevation portrays a building with varying materials and layouts and flat, modulated, roofs. The applicant is proposing articulated facades and various

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materials such as clay masonry, honed CMU, and painted steel which meets the intent of policies 2-4b and 2-4c.

Goal 2-5: Create attractive streetscapes.

Policy 2-5b: Where the context and the proposed land use argue against high pedestrian traffic, as in Eastown and immediately adjacent to SR 410, require developers to create attractive, automobile-oriented street edges.

Policy 2-5c: Minimize the impacts of dumpsters, mechanical equipment, loading areas, and similar facilities by placing them out of view or screening them. Install utilities underground.

Policy 2-5d: Control signs to avoid visual clutter and to harmonize with their environs.

Policy 2-5f: Where circumstances allow, provide SR 410 and other arterials with landscaped medians, street trees, and planting strips, all using native species. Also provide lighting, prominent crosswalks, and varied pavement colors and textures at intersections.

Comment

Frontage improvements are required as part of this project and that includes street trees.

The dumpster location has not been decided at this time.

Any signage is required to obtain permit. All signs are reviewed by the city for compliance with the sign code. This development will be required to meet the sign code as well as have permits for any signage.

STAFF RECOMMENDATION AND CONDITIONS OF APPROVAL

1. Staff recommends to the design commission approval of the building design with the adoption of staff's findings.
2. Staff recommends that a crosswalk and possibly a pedestrian island be provided connecting the Target lot and the new development at the southern end of the development.
3. Staff recommends that the roofs be pitched rather than flat.

Prepared by: Heather Stinson, Associate Planner